



Quarterly Gazette
of the
Howard Composite Squadron
Civil Air Patrol

———— No 7 ————

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PAO



Ground Teams Secure a Local Crash Site

It's 0530 hrs on 26 Sep 1999 at 39° 14.490' N, 76° 57.421' W, and there is only one bird in these woods tonight. N66641 was once a Cessna 150M, but now it sits rather cleanly embedded between three trees. Its nose is mostly underground, but it gives the distinct impression of trying to return to the runway that was its undoing. We have been on site here since about 2100 hrs last night; Mike Kennedy and I are on the pre-dawn time slot while most of the others folks are snoozing. Moderately cold, slightly wet, and keenly bored I can't help noting that not even a single bird is around to sing — perhaps out of respect for the disruption of the previous evening, but perhaps because not too many birds like to live in the woods near "Clarksville International". In any case N66641 is an impressive testament to what can go wrong in aviation, and the combined efforts of the Howard and Hagerstown squadrons have nearly completed our guarantee of crash site integrity for NTSB and FAA.

The Howard surveillance team was lead by LtC K. Redman and initially consisted of 1Lt M. Kennedy, myself, C/2Lt B. Terry, and C/SSgt J. Eberhardt. We were joined around midnight by C/2Lt N. Fortner, and early the following morning by 2Lt J. Sundberg. The Hagerstown team arrived shortly before midnight and split themselves into two parties, one for each side of the aircraft, as had we. Early activity by FAA, NTSB and HCFD centered on securing a slow fuel spill and a cursory assessment of what was connected or disconnected within the aircraft. The two occupants, seriously injured, were transported to hospitals via helicopter long before our arrival.

According to the NTSB, at 1653 EDT on 25 Sep 99, N66641 was destroyed when it collided with trees during an aborted landing at Haysfield Airport (MD24), Ellicott City, Maryland. One witness described the accident, saying, "I was standing mid-field, on the taxiway. The airplane was landing. It porpoised and bounced. It smacked the tail and did a go around. It turned left off of runway 31, corrected to a right heading. Then, I lost sight of him and heard a crash." "The sound of a thousand beer cans being crushed" was another reported description.

Two ELT Searches Bring "Find" Ribbons

We participated in two challenging location tasks for emergency locator transmitters. In late July Captain J. Kelley [Group ES] and 1Lt R. Terry were assigned to track a signal originally reported as coming from the area of College Park Airport. Later in the morning they were joined in the air and on the ground by Captains E. Mooring and C. Grimes of Mt. Airy Squadron. Early ground detection efforts eliminated four out of five probable airfields, and when airborne detection finally got underway the target was localized to Freeway Airport. Final ground detection confirmed this and the signal was extinguished from a Cessna 172 (N79470) owned by Richard Smith. The ELT had a weak battery (expiration 9/99). The signal was ducted primarily upward by power lines and highway bridges near the airport.

The following month Captain J. Kelley and 2Lt J. Sundberg were assigned to track a signal in the Upper Marlboro area. All Sarsat position estimates were ambiguous and by mid-morning the search worked steadily south of the claimed target area. Assisted by LtC K. Redman, replacing Cpt Kelley, careful ground work finally located the beacon on a private field in an experimental aircraft, hangered in a metal roofed "quonset" hut structure sitting in a shallow depression. Clearly all the perverse tests dreamed up in training are very relevant to the real searches we must do.

Rockets!

We are moving ahead with a structured program which is expected to last well into the Spring. The local National Association of Rocketry (NAR) section has shown a great deal of enthusiasm for our program, providing guest speakers, advice, and a ready store house of expertise. A fair amount of gear has been obtained, but most of the work is still ahead of us. In summary, we are embarked on the following:

➤ Goals

1. Provide a clear and practical understanding of the design principles of rocketry.
2. Prepare the cadet for the CAP Model Rocketry Badge.

➤ Study Sequence

1. Physics and engineering basics of rocket propulsion.
2. Typical parts and techniques in model rocket kits.
3. Construct and ground test a basic kit.
4. Construct and ground test the scale altitude kit.
5. Construct and ground test the spot landing and duration kit.
6. Conduct a sport launch with NARHAMS to shake down the fleet.
7. Conduct a Wing level competition with NARHAMS supervision to meet the performance and leadership requirements for the badge.
8. Final testing and evaluation of journals.

There are about a dozen participants now in the effort, and the first class is frozen at its present level.

Activities

The annual encampment at Aberdeen was assisted by C/2Lt B. Terry on the IG staff and C/MSgt J. Flagg as a Flight Commander. HCS cadets C/MSgt D. Steciak, C/SSgt S. Haack, and C/SSgt A. Fenner attended as trainees.

The Frederick "Wings of Freedom" airshow was supported by the dedicated efforts of: S/M J. Steciak, C/MSgt D. Steciak, C/2Lt B. Terry, C/SSgt S. Sines, and C/A A. Visconage.

At the Antique Farm Equipment Show, a good time was had by all concerned — the check from this fundraiser, we hear, is in the mail.

Web Site Updates (<http://hcs.mdwg.cap.gov>)

Input lags ambition, but the weekly announcements are being posted. There are several new links to useful places on the Aerospace Education page: AIAA, NARHAMS, How Rocket Engines Work, Rockets From The Ground Up.

Promotions

Cadets: C. Mays, R. Welk to C/A; D. Kinnaman, S. Haack, J. Eberhardt, and A. Fenner to C/SSgt; D. Proffen to C/TSgt; D. Steciak to C/MSgt.

Seniors: R. Andes, J. Eberhardt, S. Eberhardt to 2nd Lt.; R. Terry, R. Wiseman to 1st Lt; Brian Altmiller to Cpt.

Awards and Ratings

1st Lt. R. Terry, Leadership Award; 1st Lt. R. Wiseman, C/SSgt J. Eberhardt, Service Award. Congratulations to 2nd Lt. Ron Andes on his transport pilot rating!

Finally, we all join in wishing Capt. Hans Schmitz, our Safety Officer, a speedy recovery from his recent injuries.

